

CLAIM AMENDMENTS

Claims 1-40 (canceled).

Claim 41 (currently amended): An urban road structure, consisting of:

a ground motorway exclusively for use by motor vehicles to define a motorway layer, wherein said motorway comprises a plurality of expressways and a plurality of minor arterials, wherein each of said minor arterials is built between two of said expressways for performing as a ramp of said respective expressways;

a ~~manway~~ walkway exclusively for use by pedestrians to define a manway layer, wherein said ~~manway~~ walkway is built and positioned above said motorway at a predetermined elevation with respect to said motorway, wherein said motorway layer and said ~~manway~~ walkway layer forms a double-layered road structure ~~in such a manner that said motorway layer of said motorway is adapted for supporting a predetermined volume of traffic flow and minimizing an adverse impact of said traffic flow on said manway, and said manway~~ walkway layer of said ~~manway~~ walkway is adapted for urban forestation and allowing social activities to be carried out on said ~~manway~~ walkway layer without being affected by said traffic flow of said motorway, wherein said motorway and said ~~manway~~ walkway is arranged to form a community transportation network in such a manner that social activities of human beings is confined to be conducted on said manway and vehicular traffic is confined to said motorway without interfering with said social activities on said manway; and

a plurality of aerial layers that are formed between said motorway and said ~~manway~~ walkway, wherein said aerial layers are arranged to be used as parking areas.

Claim 42 (previously presented): The urban road structure, as recited in claim 41, further comprises an overpass provided at an intersection of two of said expressways, wherein said corresponding minor arterial perform a function of a ramp for said overpass for said motorway.

Claim 43 (previously presented): The urban road structure, as recited in claim 41, further comprising at least one turnaround passageway provided between two of said intersecting expressways so as to reduce a distance of circumambulating.

Claim 44 (previously presented): The urban road structure, as recited in claim 42, further comprising at least one turnaround passageway provided between two of said intersecting expressways so as to reduce a distance of circumambulating.

Claim 45 (previously presented): The urban road structure, as recited in claim 42, wherein said motorway further comprises a plurality of U-turn roads provided at intersections of said expressways.

Claim 46 (previously presented): The urban road structure, as recited in claim 43, wherein said motorway further comprises a plurality of U-turn roads provided at intersections of said expressways.

Claim 47 (previously presented): The urban road structure, as recited in claim 44, wherein said motorway further comprises a plurality of U-turn roads provided at intersections of said expressways.

Claim 48 (currently amended): An urban road structure, consisting of:

a ground motorway network exclusively for use by motor vehicles, wherein said motorway network comprises a plurality of expressways and a plurality of minor arterials, wherein each of said minor arterials is built between two of said expressways for performing as a ramp of said respective expressways;

a ~~manway-walkway~~ network exclusively for use by pedestrians, wherein said ~~manway-walkway~~ network is built and positioned above said motorway network at a predetermined elevation with respect to said motorway network, wherein said motorway network and said ~~manway-walkway~~ network form a double-layered road structure defining a ~~manway-walkway~~ layer of said ~~manway-walkway~~ network and a ground motorway layer of said ~~motorway~~ network, wherein said motorway layer is adapted for supporting a predetermined volume of traffic flow while minimizing an adverse impact of said traffic flow on said ~~manway~~ network so that urban forestation and social activities are allowed on said ~~manway~~ layer without being adversely affected by said traffic flow of said motorway layer, wherein said motorway network and said ~~manway-walkway~~ network are connected to form a community transportation network which allows human beings to conduct social activities on said ~~manway~~ network while putting vehicular traffic on said motorway network without interfering with said social activities on said ~~manway~~ network; and

a plurality of aerial layers that are formed between said motorway network and said ~~manway~~ walkway network, wherein said aerial layers are arranged to be used as parking areas.

Claim 49 (previously presented): The urban road structure, as recited in claim 48, further comprises an overpass provided at an intersection of two of said expressways, wherein said corresponding minor arterial perform a function of a ramp for said overpass for said motorway network.

Claim 50 (previously presented): The urban road structure, as recited in claim 48, further comprising at least one turnaround passageway provided between two of said intersecting expressways so as to reduce a distance of circumambulating.

Claim 51 (previously presented): The urban road structure, as recited in claim 49, further comprising at least one turnaround passageway provided between two of said intersecting expressways so as to reduce a distance of circumambulating.

Claim 52 (previously presented): The urban road structure, as recited in claim 48, wherein said motorway network further comprises a plurality of U-turn roads provided at intersections of said expressways.

Claim 53 (previously presented): The urban road structure, as recited in claim 49, wherein said motorway network further comprises a plurality of U-turn roads provided at intersections of said expressways.

Claim 54 (previously presented): The urban road structure, as recited in claim 50, wherein said motorway network further comprises a plurality of U-turn roads provided at intersections of said expressways.

Claim 55 (previously presented): The urban road structure, as recited in claim 51, wherein said motorway network further comprises a plurality of U-turn roads provided at intersections of said expressways.